

FISCAL NOTE FOR NON-CAPITAL PROJECTS

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AN ORDINANCE accepting for general street purposes 15 deeds conveyed to the City of Seattle by the Central Puget Sound Regional Transit Authority (“Sound Transit”) in connection with the Central Link Light Rail Transit Project as agreed to in a Property Acquisition and Transfer Procedures Agreement between the City of Seattle and Sound Transit, dated August 12, 2003 (“Property Transfer Agreement”); laying off, opening, widening, extending, and establishing portions of the rights-of-way located on Martin Luther King Jr. Way South between South Myrtle Street and South Kenyon Street; placing the real property conveyed by the deeds under the jurisdiction of the Seattle Department of Transportation; and ratifying and confirming certain prior acts.

Summary of the Legislation:

This proposed Council Bill accepts 15 deeds and places those deeds under the jurisdiction of the Seattle Department of Transportation. The deeds are for properties or rights transferred to the City of Seattle (“City”) by the Central Puget Sound Regional Transit Authority (“Sound Transit”) in connection with Sound Transit’s Central Link Light Rail Project (“Central Link”) as agreed to in a Property Acquisition and Transfer Procedures Agreement (“Property Transfer Agreement”) entered into on August 12, 2003.

Background:

In 1996, SeaTac, Tukwila, and Seattle voters approved financing for a 10-year regional transit system plan known as “Sound Move.” Sound Move includes the Central Link light rail line that connects Westlake Center and the Seattle-Tacoma International Airport.

To prepare for the Central Link, the City Council passed Ordinance 119975, as amended by Ordinances 120788 and 122504 that authorized the Mayor to enter into an agreement with Sound Transit to allow construction, operation, maintenance, and ownership of Sound Transit’s light rail system within City rights-of-way.

Constructing the Central Link required Sound Transit to reconfigure, relocate, and widen rights-of-way in order to create the light rail transit way. Property acquired by Sound Transit for this purpose but not needed for light rail operations has been deeded to the City by Sound Transit as provided for in the Property Transfer Agreement.

This proposed bill accepts the deeds for general street purposes and places them under the Seattle Department of Transportation's jurisdiction. The cost of the property acquisitions was funded entirely by Sound Transit as provided for in the Property Transfer Agreement.

Please check one of the following:

 X **This legislation does not have any financial implications.**

 This legislation has financial implications.

Other Implications:

a) Does the legislation have indirect financial implications, or long-term implications?

No. The City is essentially assuming property rights along Martin Luther King Jr. Way South that were provided to Sound Transit for the Central Link Light Rail Transit Project.

b) What is the financial cost of not implementing the legislation?

Under the terms of the Property Transfer Agreement, the City is required to accept the property and property rights transferred to the City by Sound Transit in connection with the Central Link Light Rail Transit Project.

c) Does this legislation affect any departments besides the originating department?

No.

d) What are the possible alternatives to the legislation that could achieve the same or similar objectives?

None.

e) Is a public hearing required for this legislation?

No.

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No.

g) Does this legislation affect a piece of property?

Yes. We are accepting property as right-of-way, designating the property for general street purposes, and placing the property under SDOT's jurisdiction.

h) Other Issues:

None.

List attachments to the fiscal note below:

Attachments 1-15: Maps showing locations of properties being conveyed.